

# MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

PRICE, \$24 PER ANNUM.

## Shipping.

**FOR SAN FRANCISCO.**  
The S/S L. L. I. German Ship  
"GALATHEA,"  
JAEGER, Master, will load here  
for the above Port, and will  
have quick despatch.

For Freight, apply to  
**VOGEL, HAGEDORN & Co.**  
 Hongkong, September 10, 1877.

FOR SAN FRANCISCO.  
The 41 British Ship  
"JUBILEE,"  
J. HARRIS, Master, will load  
here for the above Port, and  
will have immediate despatch.  
For Freight, apply to  
VOGEL, HAGEDORN & Co.

FOR HAMBURG

**"LORD MACAULAY,"**  
Capt. MONKMAN, will load for  
the above Port, and will have

For Freight, apply to  
**VOGEL, HAGEDORN & Co.**

Hongkong, July 20, 1877.

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**Notices to Consignees.**

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**FROM YOKOHAMA, KOBE AND  
NAGASAKI.**

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THE S. S. *Sumner* having arrived from

THE S. S. *Burmese* having arrived from the above Ports, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature to the Under- signed, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

**JARDINE, MATHESON & Co.,**  
*Agents.*  
Hongkong, September 22, 1877. see 2

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**OCCIDENTAL & ORIENTAL S. S.  
COMPANY.**

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**NOTICE.**

**CONSIGNEES** of Cargo per Steamship

CARGO, from San Francisco, are  
are hereby requested to send in their Bills  
of Lading for countersignature, and to take  
immediate delivery of their Goods.  
Cargo impeding discharge of the Steamer  
will be landed and stored at Consignees  
risk and expense.

G. B. EMORY,  
Agent.

Hongkong, September 20, 1877. se2

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COMPAGNIE DES MESSAGERIES  
MARITIMES.

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S. S. YANG-TSE.

**NOTICE.**

**C**ONSIGNEES of Cargo per S. S. *Ganges*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's

Optional Cargo will be forwarded on unless intimation is received from the Consignees, before 2 p.m. To-day, the 18th Instant, requesting it to be landed here.

Goods remaining unclaimed after **TUESDAY**, the 25th Instant, at Noon, will be subject to rent and landing charges.  
No Fire Insurance has been effected.  
**H. DU POUET,**  
Agent.

Hongkong, September 18, 1877.      222

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FROM LONDON AND SINGAPORE.

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**T**HE S.S. *Braemar Castle* having arrived  
Consignees of Cargo are hereby in-

## Signees of Cargo & their Goods

Godowns, whence and/or from the Wharves or Boats delivery may be obtained.  
Optional Goods will be forwarded on to Shanghai, unless notice to the contrary is given before 5 p.m. To-day.  
Cargo remaining undelivered after the 27th Instant will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**GIBB, LIVINGSTON & Co.,**  
*Agents.*

Hongkong, September 20, 1877. 322

**NOTICE TO CONSIGNEES.**

P. & O. S. N. Co.'s S. S. **VENETIA**  
**BOKHARA AND GEELONG.**

**C**ONSIGNEES of Cargo by the above named Vessels, from London, Bombay and Intermediate Ports, and in connection with the Steamer **MONGOLIA** from Calcutta, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns at West Point.

the Company's Godown, at 1000, from  
whence delivery can be obtained from the  
date.  
Goods not delivered by the 28th September  
will be subject to rent.  
**ADAM LIND,**  
*Superintendent.*

Hongkong, September 21, 1877.



## Intimations.

Volume Sixth of the  
"CHINA REVIEW."

No. 1.—Vol. VI.

—OF THE—

"CHINA REVIEW"  
CONTAINS—

Chinese Studies and Official Interpretation in the Colony of Hongkong.  
Constitutional Law of the Chinese Empire.  
The Tang Hou Chi, A Modern Chinese Novel.  
A Chinese Primer.  
The Law of Inheritance.  
Short Notices of New Books and Literary Intelligence.  
Notes and Queries:—  
Chinese Marriages.  
Studies in Words.  
The Educational Curriculum of the Chinese.  
Restoration of the Old Sounds of the Chinese Language.  
Notes on Chinese Grammar.  
Russian Sinologists.  
Asyria and China.  
The Word "Swallow."  
Corrigenda.—Chinese Studies and Official Interpretation in the Colony of Hongkong.

China Mail Office,  
Hongkong, September 1, 1877.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

TWILIGHT, British barque, Capt. Dalargy.  
Jardine, Matheson & Co.  
NIMROD, British barque, Capt. Clark.  
Capt. ABERLADY, British barque, Capt. Nicoll.  
Jardine, Matheson & Co.  
FACONET MACQUEE, British 3-m. schooner, Capt. Wm. Wright.—Borneo Co., Limited.  
CENTURION, American ship, Captain W. Lull.—Stenssen & Co.  
WOODVILLE, British barque, Captain Nielsen.—Wm. Postau & Co.  
ALPHINGTON, British barque, Captain G. Cunningham.—Wiser & Co.  
LOUISA, German 3-m. schooner, Captain Scherlock.—Edwards Schellhaus & Co.  
COSMOS, British barque, Capt. Robertson.—Wiser & Co.  
CHINAMAN, British barque, Capt. MacKenzie.—Chinese.

## NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tübingen.

Prior: Two Dollars and a Half.  
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.  
Hongkong, February 8, 1877.

## To-day's Advertisements.



STEAM FOR  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Brindisi,  
Ancona, Venice, Mediterranean  
Ports, Southampton,  
and London,  
Also,  
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
K H I A, Captain LES, will leave  
this on THURSDAY, the 11th October,  
at Noon.

For further Particulars, apply to  
A. LIND, Superintendant.  
Hongkong, September 24, 1877. ocl1

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF  
PEKING will be despatched for San  
Francisco, via Yokohama, on  
the 25th Sept., at 12 o'clock Noon,  
taking Passengers, and Freight, for Japan,  
the United States, and Europe.  
Through Passengers Tickets and Bills  
of Lading are issued for transportation to  
Yokohama and other Japan Ports, to San  
Francisco, to ports in Mexico, Central and  
South America, and to New York and  
Europe VIA OVERLAND RAILWAYS.  
A Steamer of the Mitsui Bussan S. S. Com-  
pany will leave Shanghai, via the Inland Sea  
Ports, about same date, and make close  
connection at Yokohama.

At New York, Passengers have selection  
of various lines of Steamers to England,  
France and Germany.  
Freight will be received on board until  
4 p.m. Parcel Packages will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For security's sake, Shippers of Overland  
Cargo are requested to endorse on the  
Envelope the Marks and Nos. of Packages  
Shipped, to correspond with those in their  
Bills of Lading.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 6, Praya Central.

RUSSELL & Co., Agents.  
Hongkong, September 24, 1877.

## To-day's Advertisements.

## FOR SWATOW, AMOY &amp; FOCHOW.

The Steamship  
"NAMO,"  
Capt. J. E. PUNCHARD, will  
be despatched for the above  
Ports on WEDNESDAY, the 26th Instant,  
at Noon.  
For Freight or Passage, apply to  
DOUGLAS LAIRRAK & Co.,  
Hongkong, September 24, 1877. oc26

## NOTICE.

THE OFFICES of Messrs. ADAMSON,  
BELL & Co., are this Day RE-  
MOVED to the First Floor of the Pre-  
mises in QUEEN'S ROAD, lately occupied by  
the COMPTON D'ESCOMETS DE PARIS.  
Offices to be Let on the Ground Floor.  
Hongkong, September 24, 1877. ocl

## CONDENSED EGGS.

THIS NEW ARTICLE, recently placed  
upon the Market, consists simply of  
fresh-laid HENS EGGS, from which most  
of the water has been evaporated, and being  
hermetically sealed, remains perfectly sound.  
The EGGS thus condensed are obtained  
in the Empire of China, and canned in the  
immediate vicinity in which they are pro-  
duced, thereby avoiding the deterioration  
to which EGGS are subjected when trans-  
ported in the shell. So that, in point of  
fact, the CONDENSED EGGS preserved  
under the patent of A. R. DAVIS, furnish  
to the consumer, EGGS possessing more  
perfectly the properties of fresh-laid EGGS  
than those ordinarily supplied to any city.  
The CONDENSED EGGS will beat up  
into light froth as readily as EGGS taken  
immediately from the shell, and are equally  
valuable in making Cakes, Custards, Creams,  
Pastry, Fuddings, Egg-Nog, &c., &c.

## ECONOMY.

For Hotels, and Restaurants, or for  
Families, or Vessels at sea, this Article is  
invaluable, as there is no loss from breakage  
or decay, and a tin will keep for any length  
of time after opening, being sealed only for  
transportation.

One Table-spoonful is equal to one Egg.  
Add equal amount of water (warm is pre-  
ferred); dissolve it well; then use same as  
any Egg.

LAMBERT, ATKINSON & Co.,  
Agents for Hongkong.

MUSTARD & Co.,  
General Agents at Shanghai.

## SHIPPING.

## ARRIVALS.

Sept. 23, Hieronimus, German barque,  
425, C. Biehl, Newchwang Aug. 16, Beana.  
—WILLER & Co.  
Sept. 23, Ching-an, Chinese R. C., from  
Swatow.  
Sept. 23, Yotung, British steamer, 286,  
Hawkins, Haiphong Sept. 19, and Holbow  
22, General.—KWONG LEE YEN.  
Sept. 24, E. M. Young, British barque,  
345, McMichen, Chefoo Sept. 4, General.—  
CHINESE.  
Sept. 24, Garmouth, Brit. 3-m. schooner,  
199, McPherson, Newchwang August 24,  
Beana.—CHINESE.  
Sept. 24, Alice, British barque, 628,  
Law, New York April 28, 20,300 cases  
Kerosene Oil.—RUSSELL & Co.  
Sept. 24, Albany, British steamer, 366,  
E. Ashton, Haiphong Sept. 20, and Holbow  
22, General.—DOUGLAS LAIRRAK & Co.  
Sept. 24, Abdul Abbot, American 3-m.  
schooner, 580, J. Chase, Newcastle (N.S.W.)  
July 27, Coal.—ORDER.

## DEPARTURES.

Sept. 23, Emma, for Amoy.  
23, Chun Tung, for a cruise.  
23, Shen Chi, for a cruise.  
23, Braemar Castle, for Shanghai.  
23, William Cobb, for New York.  
24, Charité, for Haiphong.  
24, Malvina, for Newchwang.  
24, Gustav, for Newchwang.  
24, Antenor, for London, &c.  
CHINESE.  
Chinkiang, for Cooktown and Sydney.  
James Shepherd, for Newchwang.  
Quickstep, for Newchwang.  
Anani, for Guam.  
Norna, for Swatow.  
Garmouth, for Whampoa.

## PASSENGERS.

## ARRIVED.

Per Albany, from Haiphong, &c., Mr  
Horton, and 9 Chinese.  
Per Yotung, from Haiphong and Hol-  
bow, 121 Chinese.

## DEPARTED.

Per Braemar Castle, for Shanghai, 1  
European.  
Per Charité, for Haiphong, 12 Chinese.  
Per Gustav, for Newchwang, 1 Chinese.  
Per Antenor, for Straits, &c., 12 Euro-  
peans, and 4 Chinese. From Shanghai,  
for London, Mrs. Prankard, Miss Monk,  
and 8 Chinese.

## TO DEPART.

Per Chinkiang, for Sydney, 10 Chinese.  
Per Norna, for Swatow, 200 Chinese.

## SHIPPING REPORTS.

The British barque E. M. Young reports:  
Fine weather and light S.W. winds through-  
out the passage.  
The British 8-masted schooner Garmouth  
reports: Light S.W. winds and calms and  
fine weather throughout.

The British barque Alice reports: Left  
New York 28th April, and had light winds  
and fine weather the greater part of  
passage; reached Amoy (120 days out) on  
the 5th August, and from thence had light  
and variable winds, made Pedro Blanco on  
the 20th, and have been beating about out-  
side until to-day 24th. Bound to Yoko-  
hama, and called here for orders.

The British steamer Albany reports:  
Left Haiphong on 20th inst., passed British  
barque Brisbane in Haiphong bound for  
Hongkong. Left Holbow on 22nd inst.  
From Haiphong to Holbow experienced  
light N.E. winds, calms and fine weather.  
From Holbow to Hongkong moderate N.E.  
winds and fine weather.

The American three-masted schooner  
Abel Abbot reports: Had fine weather to  
the Equator, from thence to 20 N. heavy  
squalls and rainy weather, and remainder  
of passage light baffling winds.

## POST OFFICE NOTIFICATIONS.

## MAILS will close:—

For SWATOW.—  
Per NORN, at 9.30 a.m. To-morrow,  
the 25th inst., instead of as pre-  
viously notified.  
For NEWCHOWANG.—  
Per Ship QUICKSTEP, at 9.30 a.m. To-  
morrow, the 25th inst.  
For SWATOW, AMOY & FOCHOW.—  
Per NAMOA, at 11.30 a.m., on Wednes-  
day, the 26th inst.

## MAILS BY THE HAWKON PACKET.—

The French Contract Packet SYNDH  
will be despatched from Hongkong  
on SATURDAY, the 29th Instant,  
with Mails to and through the  
United Kingdom and Europe, via  
Kareskies; to Saigon, Singapore,  
Batavia, Galle, Australia, New Zea-  
land, Tasmania, Fiji, Aden, Sey-  
chelles, Réunion, Mauritius, Suez,  
and Alexandria. This is the best  
opportunity for forwarding Corre-  
spondence to E. Africa, the Cape,  
St. Helena, and Ascension.

Letters may also be forwarded to India  
by this Packet, but can be paid only  
as far as Ceylon. The postage to  
Ceylon must be prepaid. Such let-  
ters should be marked Paid to Galle  
only; they will go on from Galle as  
unpaid.

The following will be the hours of closing  
the Mails, &c.:—

Friday, 28th September.—  
5 P.M., Money Order Office closes. Post  
Office closes except the Night Box,  
which remains open all night.

Saturday, 29th September.—

7 A.M., Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.  
10 A.M., Registry of Letters closes.  
11 A.M., Post Office closes except for Late  
Letters.

11.10 A.M., Letters (but Letters only,  
except those to and through Australia)  
may be posted on payment of a  
Late Fee of 12 cents extra postage  
until  
11.30 A.M., when the Post Office Closes  
entirely.

Hongkong, September 21, 1877. oc29

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet GAZELLO  
will be despatched on MONDAY,  
the 1st October, with Mails for Japan,  
San Francisco, and the United States,  
which will be closed as follows:—

2 P.M., Registry of Letters closes.

2.30 P.M., Post-Office closes.

2.30 P.M., Correspondence for Japan, the  
United States, or Union Coun-  
tries only may be posted on  
board the Packet with Late  
Fee of 12 cents extra postage  
until

2.50 P.M., when the Mail is finally closed.

Hongkong, September 21, 1877. ocl

## MAILS BY THE ENGLISH PACKET.—

The English Contract Packet K H I A  
will be despatched with the Mails for  
Europe, &c., on THURSDAY, the  
11th October.

The following will be the hours of closing  
the Mails, &c.:—

Wednesday, the 10th October:—

5 P.M., Money Order Office closes.

6 P.M., Post Office closes except the Night  
Box, which remains open all night.

Thursday, the 11th October:—

7 A.M., Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 A.M., Post Office closes except for Late  
Letters. Registry of Letters ceases.

10.15 A.M., Letters may be posted with  
Late Fee of 18 cents extra  
to Postage till

11 A.M., when the Post Office Closes  
entirely.

11.30 A.M., Letters (but Letters only,  
addressed to the United Kingdom  
via Brindisi, or to Singapore, may  
be posted on board the Packet with  
Late Fee of 48 cents extra postage,  
till

11.50 A.M., when the Mail is finally  
closed.

Hongkong, September 24, 1877. ocl1

## MEMOS. FOR TO-MORROW.

## Shipping.

Goods per Yang-tse undelivered after  
Noon, subject to rent and landing  
charges.

## General Memoranda.

WEDNESDAY, September 26:—

Noon.—Names leaves for Coast Ports.

3 p.m.—Meeting of Shareholders of the  
Union Insurance Society of Canton,  
at its Head Office, Hongkong.

THURSDAY, September 27:—

Goods per Braemar Castle undelivered  
after this date subject to rent.

FRIDAY, September 28:—

Noon.—General Weekly Sale by Messrs  
Lane, Crawford & Co.

Goods per Vindhia, &c. undelivered after  
this date subject to rent.

SATURDAY, September 29:—

Noon.—French Mail leaves for Ports of  
Call and Europe.

SUNDAY, September 30:—

Application for Shares in the North China  
Insurance Co. must be made on or  
before this date.

MONDAY, October 1:—

3 p.m.—Occidental & Oriental S. S. Co.'s  
Steamer leaves for Yokohama and San  
Francisco.

FRIDAY, October 5:—

Brisbane leaves for Singapore, &c., on  
or about this date.

SATURDAY, October 6:—

4 p.m.—Sale of Houses, at the Upper  
Station Street.

THURSDAY, October 11:—

North English Mail leaves for Ports  
of Call and Europe.

THE  
HONGKONG DISPENSARY.

Established A.D. 1841.

## 香港大藥房

A. S. WATSON &amp; Co.,

FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
IMPORTERSOF  
DRUGGISTS' Sundries, NURSERY REQUI-  
SITES, TOILET REQUISITES, ENGLISH,  
AMERICAN, AND FRENCH PATENT

## MANUFACTURERS

Soda Water, Lemonade, Tonic Water,  
Gingerade, Potass Water, Sarsaparilla  
Water, and other Aromatic Waters.

The Manufactory is under direct and  
continuous European Supervision.  
Hongkong, June 1, 1876.

The publication of this issue commenced  
at 7.40 p.m.

## THE CHINA MAIL.

HONGKONG, MONDAY, SEPT. 24, 1877.

Slowly but surely steam power is find-  
ing favour with the Chinese. The Pe-  
king Gazette—for translations of which  
we are usually indebted to the North  
China Herald—has recently contained  
two memorials, both reporting the fact  
that a certain number of junks have  
been replaced by steamers in the collec-  
tion of revenue and suppression of piracy.  
The first appeared in the Gazette of the  
23rd August, the Governor-General of  
the neighbouring province of Kwang-  
tung reporting the introduction of no  
less than sixteen steam-launches, all  
built at Canton, for cruising purposes on  
the rivers of the province. It is record-  
ed that a previous Governor-General  
obtained seven steam gunboats by pur-  
chase from British and French owners,  
all of these vessels being commissioned to  
act as cruisers. As it was then  
found that the cost of munitions of  
war, which had to be imported from  
abroad, was considerable, and that,  
when repairs were required to the  
machinery of the vessels, "much com-  
plication" was entailed by the necessity  
of sending them to Hongkong, a machine  
shop and arsenal were set on foot at  
Canton. The first undertaking which  
the establishment was called upon to  
execute was a couple of steam-vessels for  
inland navigation. "The three great  
rivers of the province, the North, East,  
and West Rivers, however, require a  
large number of police-cruisers for the  
repression of brigandage and the protec-  
tion of traffic, and fourteen additional  
steam cruisers were ordered to be built  
at the Government works in question,  
making, with the two previously con-  
structed, 16 in all. The total cost has  
been Taels 96,860; and the monthly ex-  
penditure for wages and sundries amounts  
to Tls. 4,148. Inspection has been held  
of the vessels in question after their com-  
pletion, and they are found to be solidly  
built, of good material, and with satis-  
factory qualities of speed. They have  
been distributed for service on the three  
principal rivers. The vessels themselves  
are built on the foreign model, and their  
engines and equipments are all obtained  
from abroad."

The second memorial is from the Go-  
vernor of Chekiang. It seems that the  
authorities of this province hired, thirteen  
years ago, ten Cantonese war junks, and  
these have been constantly employed  
since that time on the coast of Chekiang  
in suppressing piracy—operations  
mainly confined to the beating of  
tom-toms. The total outlay upon this  
squadron, including the allowances to  
the officers in command, the hire of the  
junks, and the pay of the crews, has  
been Tls. 4,610 per mensem, without in-  
cluding the cost of munitions of war.  
Now, however, as tranquillity prevails  
along the coast, and as since 1855, the  
various marine authorities in the pro-  
vince have gradually provided themselves  
with no less than 74 junks of various  
descriptions, with crews ranging from 25  
to 50 men, in addition to two steam  
vessels detached from Fuhkien for the  
use of the Chekiang authorities, the  
services of the Cantonese war junks can  
be dispensed with. The Governor has  
accordingly decided to close the hire of  
the junks from June next.

ALTHOUGH we believe there is some mis-  
take in the London dates of the tele-  
graphic advices we publish to-day, yet  
we understand there is no doubt that the  
one stating the Russians have abandoned  
their attack on Plevna is the latest,  
although it is dated a day earlier than  
one of the others. Should this telegram  
be based on fact, it indicates a serious  
state of affairs for the Russians. The  
vast importance that the occupation of  
Plevna is to either army we have already  
pointed out. The Russians now know  
it, and have launched all their energies  
against the Turks to repel it. But the  
abandoning of this siege, as it might  
almost be called, is of significant impor-  
tance. It means that the Russians can-  
not move the Turks; that the latter  
have proved themselves as good soldiers  
as their enemies, and that they are not  
at first thought to be, and on which  
opinion the Russians appear to have  
based their plan of operations. The

holding of Plevna against so vast a force  
as has been hurled against it, has shown  
to the world that the Turk is still an  
excellent soldier. But the abandonment  
of hostilities on the west side of the  
Theatre of War means more even than  
all this. It means little less than that  
the Russians cannot hold the line from  
Bulgaria to Biela, and so cover their  
bridge at Siskova. The important news  
does not come from official sources, but  
from a source in which confidence might  
justly be placed, and our remark is made  
on the presumption that this information  
is correct. We all know the importance  
of Plevna to the Turk, and a great  
military authority at the Russian head-  
quarters said "that when they (the  
Russians) take Plevna they will advance  
along the Sophia Road, and thus turn  
the Balkans." The importance  
of Plevna to the Russians is  
obvious. But there is another reason,  
and by giving it, we prove our state-  
ment above that the Russians can-  
not much longer hold their line of  
defence, and that their final effort might  
prove a failure. The Russians are cov-  
ering their line of retreat by taking up  
a position from Plevna to Biela, on this  
line concentrating a numerous army, a  
force to outnumber (1) the Turks, and  
there deal them a blow which, if success-  
ful, will enable them to retire unopposed  
and get into winter quarters. It would  
be a great blow were they compelled to  
give up the advantage they have gained  
in getting a footing south of the Danube,  
and every effort might be made to make  
the line from Bulgaria to Biela an im-  
pregnable entrenched position, and a  
secure winter encampment from an offen-  
sive movement against their front. Now  
the Turks are endeavouring to form a  
strong line in front of this position, and  
when completed attack along their  
whole line. Osman Pasha is to occupy  
the left, Mehmet Ali Pasha the right,  
and Suleiman Pasha the centre. The  
flanks are in their appointed positions,  
the left ready to advance, for their front  
is cleared and they can close on the Rus-  
sians; the right has been so far success-  
ful that they can now offer battle to the  
heart of the Russian army. The gap in  
the centre has to be filled, and this hard  
task has to be performed by Suleiman  
Pasha advancing against a strong force  
in admirable positions. When this posi-  
tion is taken up, then will be fought the  
decisive battle. But should this late  
information be true, it might be decided  
in another way. The operations on  
either flank of the Turkish army might  
be of such importance that the junction  
of Suleiman Pasha might not be abso-  
lutely necessary. The Russians cannot  
move Osman Pasha; can they resist his  
advance? To do so they will have  
to draw off forces who are in posi-  
tion to check Mehmet Ali Pasha.  
Should they be detected in  
doing this, which they unquestionably  
would, they would be attacked by a  
superior force, and their left flank be  
driven in. Should the Russians have  
abandoned their attack on Plevna on the  
ground that the Turks are as an army  
too strong at that point of the field,  
they will prove themselves so along the  
whole line.

## REUTER'S TELEGRAMS.

[SUFFICIENT TO THE "CHINA MAIL".]

(Via Southern Route.)

LONDON, 20th September, 1877.

A Conference which lasted for four hours  
has taken place between Prince Bismarck  
and Count Andrassy.

The Semi-Official Provincial Correspondence  
of Berlin indicates that the object of the  
Conference was the furthering of European  
peace.

## THE WAR.

LONDON, 21st September, 1877.

The blockade and bombardment of Plevna  
still continue.  
30,000 Turkish troops are marching to  
the relief of Osman Pasha.

The Russians in the Shipka Pass have  
been strongly reinforced, and the Turks  
have abandoned Fort Nicholas.

LONDON, 20th September, 1877.

The Daily News states that the attack on  
Plevna has been abandoned.

According to information that has been  
received from Constantinople, the Porte  
will refuse to entertain any proposal for  
mediation while a single Russian remains  
in Turkey, and will re-use an armistice  
unless it be consistent with peace  
proposals.

## LOCAL AND GENERAL.

We note that the next homeward English  
mail leaves this on Thursday fortnight  
(Oct. 11th).

The 1st, with the outward Mails, was to  
leave Singapore for Saigon and this port  
yesterday (Sunday) morning.

SEPTEMBER 18th, spoke the barque Goodall,  
from New York bound for Shanghai, 128  
days out, in Lat. 21.27 N., Long. 120 E.

The Band of the 28th Regiment will per-  
form the following programme to-morrow  
evening, commencing at 8.30 p.m.:—  
Polonaise,..... Oldenburgh  
Overture,..... Frederick  
S. Lotion,..... La Vierge Vierge,..... Verdi  
Valse,..... Ernani and Dresden,..... Gungl  
Selection,..... Don Quixote,..... Donizetti  
Galop,..... High and Tickle,..... Berlioz

The Bijou Variety Troupe gave their enter-  
tainment in the City Hall on Saturday  
evening. The farce was fairly rendered  
with the aid of several local amateurs, and  
the dancing was also very good, but the  
tableaux vivants—always an unsatisfactory  
description of performance—were altogether  
indifferent.

We note that His Excellency reproduces  
his speech at the Council Chamber in the  
Government Gazette of Saturday. Con-  
sidering that the speech was reproduced  
fully in both the local papers, and that  
consequently everyone in the Colony has  
had the opportunity of reading the speech  
who wished to do so, we presume that eight  
or nine pages of the Gazette are devoted to  
its reproduction to enable numerous addi-  
tions to and emendations of the original  
text as spoken to be introduced.



mah-tee. The defendant went daily to the Station to supply milk, and yesterday he took the opportunity of stealing a pen-knife from P. C. No. 83, Wm. Hanson. It was lying on the table, the prisoner swept it down, plucked it up and put it into his basket. This was observed and he was called back, had his basket searched, with the result of finding it therein. In his purse was discovered a sharp knife which had been stolen from P. C. Barker. The youngster was sent to 14 days' hard labour, seven of which were to be in solitary confinement on rice and water; he was also to be privately whipped ten strokes on the breech.

## DISOBEDIENT SERVANTS.

Lee Ahong and Wong Asam, chair-coolies to Mr. Degener, were charged by their master with neglect of duty. The complainant ordered his chair at 2 p.m. yesterday, but the 2nd defendant was absent. Complainant then told the chair to be ready to wait for him at the wharf at 6 p.m., when he would return from Kowloon. He came back at 7.30 p.m., but there was no chair there. As the defendant had frequently given annoyance, the complainant gave them in charge. Fined \$1 each.

## AN OLD OFFENDER.

Chun Aying, a coolie, and Mok Ayu, carpenter, were charged with stealing an iron anchor, the property of a fisherman named Poong King Kok at Aberdeen. The first defendant was identified as having been in gaol on the 10th July 1876, on a sentence of ten months for larceny. Committed for trial at the Supreme Court.

## SHOP LIFTING.

Chun Aching, a native of Chiochow, was charged by Mr. J. F. Scheffer with stealing a pair of opera glasses worth \$10 from his shop. This morning the prisoner and another man went into the shop to buy things. They examined a revolver, the price of which was \$10, but they offered only \$8. The bargain was made by the prisoner's companion, while the prisoner was standing behind close to a glass show-case, a pane of which was broken. In this case there were seven opera glasses, and complainant suddenly discovered that one was lost. He at once went to the door to stop the escape of the men. As they came up, the complainant caught hold of the prisoner, and called to his house-coolie to search him. On his person the pair of glasses was found, meantime his companion escaped. Remanded till the 26th inst.

SUPREME COURT.  
IN CRIMINAL SESSIONS.

(Before His Lordship the Chief Justice,  
Sir JOHN MAULE.)  
September 24, 1877.

## LARCENY.

*Regina v. Ching Afook.*  
The prisoner was indicted for stealing one bed-quilt and one jacket, the property of one Pang Ahong, on the evening of the 28th August 1877, from his dwelling house at Praya Central.

The following Jury was empanelled:—Messrs F. Freire, P. W. Anton, E. Trullis, S. Thornton, J. Fairbairn, J. F. Schuster and R. Deacon.

The Attorney General, instructed by Mr. Johnson, Acting Crown Solicitor, prosecuted.

The facts were simply these. The prosecutor's wife lived on the second floor of house No. 35 Praya Central. On the evening of the 28th August last, the wife, named Kwok Aye, was sitting in the room adjoining the bed-room, when she heard the sliding door of her bed-room being pulled aside. She returned at once to her room, when she saw the prisoner leaving it with a bed-quilt and a silk jacket. An alarm was raised, and the prosecutor ran after him, as also a woman who lived in the same house named Chun Ang. The prisoner in his flight threw down the bed-quilt on the stairs. He was caught by some persons in the street with the silk jacket in his possession. A theft of this paltry nature would not have been committed for trial, but for the fact that the prisoner was an incorrigible offender, who was convicted at the July Sessions of returning from deportation, but had had his conviction quashed owing to a technical flaw in the warrant of his deportation. He was accordingly discharged from prison. On his release he was offered a situation of punkah-coolie at the Police office at \$6 per month, but he could not appreciate an honest life and declined the offer. The theft with which he was now charged was committed within eleven days of his discharge from Gaol.

In the cross-examination of the prosecutor, the prisoner attempted to assail her character by asserting that she was formerly his lover, and that he went to get back a few pieces of clothing which had once left with her. This assertion was, however, entirely disproved by the prosecutor and the woman who lived in the same house with her.

In his defence the prisoner said he had been looking for the prosecutor for a long time, and at last he ascertained that she was living in the house in question. He went there to get back a few pieces of clothing which he had left with her. When he got there, he saw a man sitting in the room. They got into a quarrel, when he was charged with theft. He wanted the clothing in order to go home, as his mother was very old, over 70 years of age, and had sent for him.

The Jury returned a verdict of guilty. Mr. J. Mulgrave, a turkey in the Gaol, proved that the prisoner had been five times in Gaol. The first time was in the beginning of 1874, when he was sentenced to three months' hard labour. In December of the same year, he was again convicted of larceny and had four months. On 23rd January 1876, he was again sent to four months for larceny, and on 19th October of the same year he had six months, and was recommended for deportation. He was accordingly deported in the early part of 1877, but he returned from deportation, and was convicted at the July Sessions. He was however discharged on the 17th August in consequence of a flaw in the warrant of deportation.

When asked if he had anything further to say, the prisoner said he did not really steal the things, and if he had he was willing to be hanged for it.

The Chief Justice said he would not go so far with him just now. In passing sentence, his Lordship observed that the prisoner was not charged in the indictment with being an old offender, but if he had been he would have been liable to ten years' penal servitude. However, under the present judgment, the Court had power to keep

him in gaol long enough. After remarking on the most unbecoming conduct of the prisoner in his desperate attempt to discredit the prosecutor, by suggesting such questions to her, the Chief Justice sent him to three years' penal servitude.

The Chinese fisherman who arrested the prisoner was thanked for the services he rendered, and the prosecutor was told that she left the Court as respectable a woman as any other boatwoman in the Colony.

## ROBBERY WITH VIOLENCE.

*Regina v. Low Achan and Lee Afat.*  
The prisoners were indicted for robbing one Cheong Afook of \$17, a silver tobacco box and a pen-knife on the 26th August last in Bonham Strand at the junction of Mercer Street. A second count charged them with wounding the prosecutor at the time of the robbery with a dagger. A third count charged the first prisoner alone with making an assault on a Chinese Lohong named Wong Achan with a dagger when he was arrested by the Constable.

The prisoners pleaded not guilty. The prosecutor, who was a draper at Batavia, came to this Colony on the 25th August. The following morning he went out to make purchases, and when he was near the Yee Wai Kiu restaurant in Bonham Strand, he was attacked by six or seven men, who seized him, threw him down and robbed him of \$17, one silver tobacco box and one pen-knife. One of the men at least was armed with a dagger, and the prosecutor was slightly bruised about the stomach and out on the thumb. The men then ran away, and a report was made to the Police. The prisoners were subsequently arrested by some detectives. The 1st prisoner was identified by the prosecutor as being one of the men who was with the man who was armed with the dagger. He was seen by a Chinese Constable, and then ran. Pursuit was given. When he was caught, a silver tobacco box was found under his sleeve. Another Constable was about to search him when he drew out a dagger and made a blow at him, but the weapon was taken from him, slightly cutting the Constable's palm. As to the 2nd prisoner, he was not identified, and the evidence against him was no stronger than that he ran away on the approach of the Police, and that a small amount of money was found on him.

At the conclusion of the evidence for the prosecution, the 2nd prisoner was discharged, there being no evidence to go to the Jury against him.

The 1st prisoner in his defence said that he lived in Vanchal, and that he did not come into town till 2.30 p.m. on the 26th August, and knew consequently nothing of the robbery.

A woman was produced on the prisoner's behalf. She said she was no relation of the prisoner, but lived in the same house with him. She saw the prisoner about the house up to 2.30 p.m., when he went into town. In answer to the Attorney-General, she admitted, however, that she was the prisoner's mother. She denied that before because she was not sure whether it would be right for her to admit the relationship or not.

The prisoner was found guilty on all the three counts. He was proved to have been twice in Gaol before, once in April 1872, when he was sentenced to three months with hard labour for larceny, and to be twice whipped ten strokes on the breech. The second occasion was in June 1874, when he was sentenced to four months for manslaughter.

His Lordship reserved sentence.

## HIGHWAY ROBBERY.

*Regina v. Chan Atoi and Chun Atoi.*  
The prisoners were indicted on two counts, one charging them with highway robbery and the other with receiving stolen goods.

The prosecutor was named Yuen Ayune, a shoemaker. He went over to Kowloon City on the 30th August last, crossing over the Yowmattee in the steam ferry. From thence he walked towards Ching Kow-long. When near a place called "Tai Koo" (a big rock) he was attacked by three men, who robbed him of \$15 and a number of wearing apparel. He was thrown down on the ground, his jacket and boots were taken off. His hands were tied behind his back, and a gag with a piece of wood was fixed to his mouth. The robbers then left him, and he ran to the Yowmattee Station, where his hands and gag were loosened by Inspector Cameron. Subsequently the prisoners were arrested by the Police from enquiries they made. A number of pawntickets were found on the 1st prisoner. They turned out to relate to several things that had been robbed from the prosecutor. The 1st prisoner was identified by the prosecutor as one of the men who robbed him, he being the man who seized him by the throat. The pawntickets, moreover, recognised him as the person who pawned the things. From the evidence adduced, it appeared that the second prisoner was in privy with the first. The arrest of the prisoners was brought about through the instrumentality of an amateur informer, who was subjected to a severe cross-examination from the Bench as to the motive he had in informing the Police, when several discrepancies and many improbabilities were elicited in his evidence.

The Court was adjourned at 6 p.m. till to-morrow at 10 a.m., as there are yet a number of witnesses to be examined.

## CORRESPONDENCE.

THE MAIL AND THE REGISTER.  
To the Editor of the "CHINA MAIL."  
Hongkong, Sept. 24, 1877.

Sir,—In your leader of Saturday, you questioned the truthfulness of *The Hongkong Catholic Register* in saying that H. E. the Governor had stopped flogging on the representations of the Colonial Surgeon. Is not your criticism untruthful and dishonest? Is it not perfectly plain to every unprejudiced mind that you are simply playing upon the double meaning to be attributed to the word "flogging"? It is true, as understood to mean corporal punishment, or a description involving blows; but does it mean the Governor's speech, does it not in legal phrase, does it not in common conversation, mean that particular description of corporal punishment which is inflicted with the cat-o'-nine tails, and is applied on the sufferer's back? H. E. stopped flogging in the latter sense, on the Colonial Surgeon's strong representations that it was injurious to health. He has not stopped corporal punishment, inflicted in the way the Colonial Surgeon approves, on the breech with a rattan, but has, as stated in his address to the Council, sanctioned it on 20 different occasions since his arrival. I do not suppose

he means to stop it until he has provided some more effective means of repression. Whether he can find such or not is a question you may fairly argue if you please; but do not attempt to base an honest opposition to a policy you do not approve, on a miserable play upon words that only excites contempt. As for the *Register*, its statement is perfectly true, giving to each word its appropriate meaning as it is generally understood. If you have any doubt on the subject read the despatches published in the *Gazette* of Saturday last, especially that from H. E. the Governor to the Earl Carnarvon of the 13th July.

As I do not put great faith in the value of anonymous correspondence I beg to sign myself

Yours truly,

Jno. J. FRANCIS.

[It was, and still is, our deliberate opinion that by the statement in the *Hongkong Catholic Register*, the conductors of that magazine, whoever they may be, wished to convey the impression to the public that the present or any future action of His Excellency in regard to flogging or the infliction of corporal punishment was or will be supported by Dr. Ayres. Flogging is not more commonly applied to the infliction of punishment with the cat, than with a stick or any other instrument capable of inflicting blows. We speak of a schoolmaster flogging his pupils, and of a father flogging his son; Dr. Ayres advocates the introduction of the "flogging Act" into the Colony so as to extend flogging to minor offences, and His Excellency himself said in his speech that he had sanctioned a certain number of "floggings" since his arrival in the Colony, meaning the infliction of blows with a rattan on the breech. We certainly wrote in good faith, and we are content to leave the matter to the judgment of the public.—Ed. C. M.]

## LONDON GOSSIP.

Aug. 17th 1877.

A friend of mine is fortunate enough to be the happy possessor of some meadows on the banks of the Thames. In those meadows he keeps some cows. Yesterday morning his day-maid brought him a letter which she said was tied on to the tail of one of the cows. On opening it he found it contained a three-penny-piece, and the following pencilled memorandum:—"To the owner of this cow. Sir,—For the last hour we have been trying at various houses to purchase some milk. Having been unable to do so, we took the liberty of exchanging a soda-water bottle full from the bearer. Please accept our apologies and our thanks. Yours respectfully, —THESS BANK HOLIDAY KEPPERS." This shows the advantage of a strictly honest commercial education.

A writer in the *Vorwartsblatt* of Vienna says that the threatened unfurling of the flag of the Prophet would be most disastrous to all persons who have money transactions with Turkey or the Turks. According to the Mahomedan canon law, when the faithful are called upon to go to battle in defence of Islam, they are relieved of paying their debts, and this applies to the State as well as to individuals. This principle was first introduced, and defined by the Mahomedan theologians of the High School of Cordova, in Spain, in the tenth century. Later on, various Mahomedan theologians, especially the industrious collector Samakshah and the compilers of the *Fetwa*, gave particular attention to this matter, and published a summary of the privileges and rights of the faithful while fighting for the faith. The privilege of exemption from debt was recognised after the unfurling of the flag of the Prophet by Sultan Mahmud II. in 1826. The faithful did not, however, on that occasion take the field, but merely fought for a few days against the Janissaries, so that no great losses were suffered, especially as there was no Turkish State debt in those days.

At the Liverpool assizes, on August 7, Thomas Briscoe Price was brought up to receive judgment, having been found guilty of manslaughter. The prisoner was sent to ten years' penal servitude. In the interval between the conviction and the sentence Mr. Justice Hawkins received an envelope, dated "Liverpool, Aug. 2, 1877," marked "private," addressed "Mr. Justice Hawkins, Liverpool Assize Court, Liverpool," and endorsed "Immediate—delay is dangerous." The packet, which was unpaid, contained the following extraordinary communications:—"Mr. Justice Hawkins—Sir—You will be dead very soon, and you had better order your coffin. Either—here follows a sketch of a coffin, with a pistol and a skull on one side and a dagger and a skull on the other. Beneath the sketches is the presentation of a grave and then the writer takes up the unfinished sentence of the letter thus—"pistol or dagger will end your career. A cry will go to heaven for vengeance for the unlawful sentence on Mr. Price. Beware.—Your wife will be a widow in a week or two." A second enclosure was as follows:—"Liverpool. Mr. Justice Hawkins—Sir—If you value your life be aware of yourself. If Price get too heavy sentence, Beware." On the reverse side of this sheet was the word "Revenge," and underneath a rude sketch representing "Mr. Justice Hawkins being stabbed by the revenge of Price." Below this again was another coffin with a pistol and dagger, and the words, "Your death will be soon; order your coffin." The lid of the coffin bore this inscription:—"In memory of Mr. Hawkins, who was stabbed rightly by a revenger." On Aug. 8 a man named Quinn was committed for trial for writing the letters.

During the twenty-six hours' sitting of the House of Commons Bigger and Nolan disappeared about 6 o'clock in the morning in an upstairs lobby. They were driven out of this by the whip, who insisted on their voting. Bigger, not wishing to be hauled by his nap, disappeared into the ladies' room, where he remained on two chairs. Alan for him, he had scarcely commenced, when in rushed any number of sportsmen, who threw about the huge chairs and tables as though they were shuttlecocks, upsetting the fire-irons and making a most appalling noise. I must add, however, that Bigger did not finish, but came wearily into the House, and addressed the Chairman, "Sir, after ten hours' refreshing sleep"—Sensation! But, though he dozed on that occasion, he was rather defeated in the Aye Lobby, where he had no earthly right to be carrying on a correspondence. A well-known jester discovered him peering in hand, and sternly and silently surveyed him. Waving away under the banish glance, Bigger got up, and was proceeding to withdraw, when his tormentor called to a messenger,

"Bring me another chair!" "What d'ye mean?" said Bigger. But the other ignored him, simply varying his command by exclaiming, "Bring me a clean chair!"

Among the many pilgrims who have of late visited Rome was an old French lady, who undertook the pilgrimage, according to an Italian paper, under circumstances of no ordinary interest. She had for some time suffered from an affection of the leg of so serious a nature that, acting under the advice of eminent physicians, she at last consented to have the limb amputated as the only chance of restoration to health. On the day, however, before that on which the operation was to take place one of her friends persuaded her to defer it until she had tried the effect of a stocking of his possession that had been worn by the Pope and which he asserted would infallibly cure her. She accordingly put on the stocking, and, to her surprise and delight, at the end of a few days was able to walk about as thoroughly cured as though she had never laboured under any infirmity. Having made a vow that if the remedy proved successful she would perform a pilgrimage to Rome, she lost no time in redeeming this pledge; and, on being ushered into the presence of the Pope, prostrated herself with emotion before his Holiness, enthusiastically thanking him for the benefit she had derived from the use of his stocking. After hearing her story the Pope coldly replied, "You are most fortunate. One of my stockings has been healed you and restored you, as for myself, I put two of them on each morning, yet I am not able to walk or even stand upright on my legs, and am obliged," he added bitterly, "to be wheeled about in a chair."

Marshall MacMahon is not, I believe, a member of the Geographical Society. When Rochefort escaped from New Caledonia the President was much perturbed at the news, and after swallowing sundry glasses of chartrons, he turned to M. d'Harcourt, his private secretary, and said "We must at once telegraph to America for further details." Every one stared, but the secretary, who knew his master, quietly replied, "But, your Excellency, New Caledonia is in Australia." MacMahon gazed at him with admiration for a moment, and then, turning to the others present, he exclaimed, "Ce diable d'Harcourt! Il sait tout! Il sait tout!"

It is well known that the Russian Government maintains a female agency in this country as well as in Paris. The fact that one lady has been deprived of her presence does not affect the service, for she has been replaced in London by another lady, who, like her predecessor, frequents literary circles, and pays great attention to those who write on Russia, the object being to ascertain who is the author of articles on that country. Authors should beware of this, and should not let their manuscript remain too long in the hands of the printer.

The *Examiner* of last week tells the following story:—A tall, gray-haired gentleman lately went into one of the branch post offices in a western region. He asked some question relative to the registering of a letter of one of the girls in attendance, and was answered in a manner which he considered exceedingly sharp and rude. He repeated the question, however, not being quite sure that he was not mistaken in his supposition, and he repeated it very mildly. She answered him more rudely than before. He then made some remonstrance, and asked her if she thought that was a proper way to answer an inquiry in a public office. She said she thought she had been quite civil enough for him. He asked her, with an ominously increasing mildness of manner, if she would favour him with her name. She emphatically declined to do so. He then said he thought he would tell her his name, which, however, she declined to hear, saying that his name was no concern of hers. He calmly replied that he thought it was, for his name was John Manners, and he was the Postmaster-General. The *Hornet*, however, denies the truth of the tale, and says—"The sensational story that appeared last week in the *Examiner* about the imaginary interview between the Postmaster-General and a telegram clerk proves that the Editor has been a victim of a very mild hoax. The facts are these—and if anyone wishes to be clear on this point, let him inquire at the District Post Office not far from Victoria. An elderly individual last week entered the said post office and began to ask a series of questions, and when somewhat curtly replied to, facetiously informed the female clerk that he was the Postmaster-General. As Lord John Manners's features, however, were perfectly well known to the individual in question, she treated the sally for what it was worth."

A remarkable invention (so says a correspondent of the *Army and Navy Gazette*) is about to be patented by an eminent firework firm for the use of any future autumn manoeuvres. In stage language it may be described as an application of "properly timed" to the purposes of war, and it seeks to establish a perfect analogy between tactics and fencing. By means of this discovery two opposing forces will be enabled to "pink" one another at the present ranges with "practicable" bullets, cannon-balls, and shells, which, bursting harmlessly, a la soap-bubbles, as they strike, will determine the exact amount of the casualties. It is thought that if rival cavalrymen and their steeds were only encased in buckram armour inflated with air, so that they might impact without injury in the charge, nothing more could be desired, as the invention retains all the old fire, noise, and smoke, and is, of course, applicable to "minor tactics."

## RICE CARGOES.

(*Mitchell's Maritime Register.*)

The ventilation of cargoes, judging from a correspondence that has taken place between the Committee of Lloyd's and their Agents, with communications from other parties, is occupying the attention of Underwriters and Shippers. The latest contribution upon the practical bearing of the question is furnished by a communication from Messrs J. and G. Bulloch and Co., of London, who are extensive Charterers of ships in Burmese Ports with this grain. Rice comes within the memorandum under the Policy, and is, therefore, free from Average unless general, or the ship is stranded. Messrs Bulloch and Co. publish the particulars of insurances effected by them on rice cargoes, from which it is shown that in 1873 the amount underwritten on account of their firm was \$54,941. The loss was \$4,447, the percentage being 2.55. In 1876 the total value insured was \$37,819, and the sea damage \$394, or 0.12 per cent. This improvement in the quality of the rice delivered is attributed by Messrs Bulloch and Co. to a more careful selection of vessels, and to the system of

storage and ventilation adopted by their Agents who have the superintendence of the storage of the grain. It will be gathered from this explanation that, as far as the above firm is concerned, the Underwriters have no interest whatever in the matter. In the first instance, no insurer will issue a Policy making himself liable for damage to rice by heating, sweating or injury by fresh or salt water. Even supposing the loss were to come under the 8 per cent. warranty of freedom from Average, on "all other goods" the Underwriters would be affected by the losses, for no claim could be established where the estimated value of the damage was under 5 per cent. The ship, Shipowners, and Importing Merchants are the only persons really interested in the delivery of these cargoes in good condition.

If the rice is mouldy when shipped, no care on the part of the Master will enable him to put it over the side of his ship, in any other than a depreciated state. A considerable quantity of rice is damaged by its own inherent vice. When it is taken from the heap and packed in the gunny bags, the air is shut out, and directly it is stowed away in the hold of a ship it gets heated, and the hot air that rushes up from the apertures is said to reach as high as 100 degrees, and, in exceptional cases, considerably in excess of that. The air is moist, and condenses on the beams and under-part of the decks, damaging the upper tiers of bags and the paint work. This heated vapour tells most severely on the health of ships' crews, and it is sometimes distressing to see the sunken faces and the haggard appearances of Seamen who have made a long voyage on board a rice-laden ship. Besides the undermining of the constitution of the Officers and men, all clothing and bedding are rendered partly or wholly unfit for use. Wholesome food is made putrid or unpalatable, and spare sails and ropes have been found rotted. Messrs. Bulloch and Co. assert that they secure almost perfect immunity from damage by the system of ventilation carried out under their auspices. They insist upon task shifting-boards fastened to stanchions, forming a trunk-way from end to end of the vessel, and six box ventilators running fore and aft the hold through the cargo. Besides these precautions the sides of the ships are damaged by a framing of diagonal bamboo, and a tunnel is formed against the keelson with upright shafts at either end to draw off the deleterious air. These box ventilators carry a considerable space, and are liable to be crushed or displaced. Messrs. Bulloch refer to one instance where the cargo shifted and smashed the ventilators, and when a ship rolls or pitches heavily, or heels over on one side a length of time, the bags are likely to get out through, and then the rice will work its way down to the timbers. They state that the grain may be injured from sweat or from weevil, both arising from inefficient or ill-applied ventilation. The former prevails when there is little or no ventilation, and the latter when there are holes or ventilators to the upper deck, and hatches constantly opened, which admit a great quantity of air below, where it stagnates or eddies in the interstices, and so encourages the growth of weevils. Clear channels through the cargo, they say, would carry off the heated air, keep the rice cool and prevent the generation of insect life. Ventilators, however, without the means of drawing off the warm air, cannot be perfect. In wet and stormy weather, when all the deck openings have to be closed, the uptake shafts are of very little use. The hot vapour requires to be pumped out, and cool air constantly supplied to fill the vacuum. The stowage of coal is more compact than that of rice, but a method has been applied for ventilating the former which is said to have answered its purpose most admirably. Messrs L. H. McIntyre & Co., of Liverpool, had the automatic ventilator or self-acting air pump fitted to their ship the *Carbet Castle*, and the delivered 2,167 tons of coal at Calcutta in a perfectly cool condition, and brought home a full cargo of wheat, lined, &c., in a similar satisfactory state. Messrs McIntyre state that the never-ceasing action of the automatic exhausting pump sucked the heated air out of the ship, and expelled it outside, while by means of open ventilators fresh air was introduced to supply its place. The same eminent firm are now having the apparatus fitted to their new ship the *Glenrich*, which vessel will load 2,400 tons of coal for the East Indies.

An elderly individual last week entered the said post office and began to ask a series of questions, and when somewhat curtly replied to, facetiously informed the female clerk that he was the Postmaster-General. As Lord John Manners's features, however, were perfectly well known to the individual in question, she treated the sally for what it was worth."

A young sea-nymph of Folkestone, whose father gets a living by ploughing the briny, was asked by a School Board savant if she knew the seasons of the year. The girl readily replied, "Yes, there are four—the mackerel season, the whiting season, the herring season, and the trawling season." She also replied that Moses was the meekest man; and to the following query—"Who was the meekest woman?" answered, "There never was one."

## Quotations.

HONGKONG, September 24, 1877.

OPIMUM.—New Patna, cash, \$591½  
" " credit, —  
" Old Patna, cash, 550  
" " credit, —  
" New Benares, cash, 577½  
" " credit, —  
" Old Benares, cash, 555  
" " credit, —  
" New Malwa, cash, 520  
" " credit, 520  
" Allowance Teels, 5 s 3  
" Old Malwa, cash, —  
" " credit, 620  
" Allowance Teels, 5 s 3  
QUICKSILVER, " " 78

## Exchange.

Bank, on demand, ... 8/10  
" 30 days' sight, ... 8/10½  
" 6 months' sight, ... 8/11½  
Credit, " " " 8/11½  
Documentary, 6 months' sight, ... 3/11½  
Bombay, demand Rupees, ... 220  
Calcutta, " " " 220  
Shanghai, demand, ... 728 s 72½  
" 30 days, ... 731  
Bar Silver, 17, dwt. 2, ... 94 prem.  
Mexican, ... 1  
Gold Leaf, ... 26.65  
English Sovereigns, ... 5.12  
Australian Sovereigns, ... 5.12  
Discount, ... 7 s 9

## Shares.

Hongkong Bank, 48 s prem.  
Union Ins. Society of Canton, \$900  
China Traders' Ins. Co., \$2,900  
Chinese Insurance Co., \$348  
Yongtze Ins. Association, ... 785  
North China Ins. Co., Th. 880  
H.K. Fire Ins. Co., \$655  
China Fire Ins. Co., \$170  
H.K. & W. Dock Co., 20 % dia.  
H.K. & M. S.-boat Co., 15 % dia.  
Shanghai Steam Navigation, Th. 80  
Hongkong Gas Co., \$75  
Hongkong Hotel Co., \$60  
Chinese Imperial Loan, \$104

## Temperatures.

(Taken at Messrs Falconer & Co.'s Premises,  
Queen's Road.)

HONGKONG, September 24, 1877.  
BAROMETRE.—9 A.M. ... 30.112  
Do. 1 P.M. ... 30.080  
Do. 4 P.M. ... 30.040  
THERMOMETER.—9 A.M. ... 85½  
Do. 1 P.M. ... 87  
Do. 4 P.M. ... 86  
Do. (Wet bulb) 9 A.M. 81  
Do. " 1 P.M. 82  
Do. " 4 P.M. 81½  
Do. Maximum ... 87  
Do. Minimum over night 81

## Shipping Intelligence.

The following is corrected from the latest  
London and Colonial Papers:—

## VESSELS TO ARRIVE.

## AT HONGKONG.

When left.	Name.	From.	Remarks.
Feb.	5, Carrizal,	Cardiff	(Threat Feb. 23)
Mar.	17, D. McB. Park,	Sunderland v. S'pore	
	19, Cygus,	New York	
	22, Birling,	Cardiff	for Canton
	27, Fortuna,	Cardiff	
Apr.	8, Rots,	Cardiff	
	13, Vega,	Hamburg	
May	8, Stagbound,	Liverpool	
	10, David,	Antwerp	
	11, Naworth,	Antwerp	
	13, Obando,	Cardiff	
	15, Aletra,	Melbourne	
	16, Sophia,	Liverpool	
	16, Meteor,	Hamburg	
	19, Melusine,	Penarth	
	26, Martha Jackson,	Penarth	
	26, Alexandra,	Liverpool	
	27, Kate Carmel,	London	
	30, O. R. Bishop,	Falmouth	
	30, Clurruum,	Penarth	
June	2, Maroo Polo,	Hamburg	
	4, Melbick,	London	
	4, Faugh-a-Ballough,	London	
	4, Rhuddlan Castle,	Cuxhaven	
	7, F'dinand Brumm,	Portsmouth	
	9, Elmstone,	London	
	11, Candidate,	Cardiff	
	13, Dartmouth,	Penarth	
	14, Denbighshire,	Cardiff	for Amoy
	14, Helcon,	Cardiff	
	17, Onadla,	Cardiff	
	18, Henry Lippett,	New York	
	19, City of Halifax,	Cardiff	
	19, Lord of the Isles,	London	
	21, Clara,	Penarth	
	25, O. R. Rickmers,	London v. Newport	
	28, Gbba,	Penarth	
July	7, City of Limerick (s.),	London	
	10, Agamemnon (s.),	Liverpool	
	10, Niagara,	Cuxhaven	
	11, Horas,	Liverpool	
	13, Jesse Jamieson,	Cardiff	
	14, Abernethy,	Liverpool	
	18, Carl Kitter,	Cardiff	
	25, Globe,	Deal	
	30, F'dinand,	Cardiff	
Aug.	9, Anchises (s.),	Liverpool	
	10, Papa,	Cardiff	



## Informations

**AFONG,**  
PHOTOGRAPHER,  
by appointment, to  
**H. E. SIR ARTHUR KENNEDY,**  
GOVERNOR OF HONGKONG;  
and to  
**H. I. H. THE GRAND DUKE ALEXIS**  
OF RUSSIA,  
Wyndham Street, formerly ATHLETIC CLUB,  
HAS on hand the Largest and Best  
collection of Views of China, Photo-  
graphic Albums, Frames, Cases, &c., of  
assorted sizes. Ex. S. S. Tiger, Revolving  
Standard Albums, Armorial Monograms  
and Postage Stamp Albums, Russia Leather,  
Velvet and carved-wood Albums, Cases and  
Frames, nice Albums for Cabinet Portraits  
only, Portraits of the Generals of the pre-  
sent Russo-Turkish War, Enamel British  
State-memorial, the two Chinese Ambassadors  
in Cabinet and Carte de Visite sizes,  
Coloured Portraits of English Ladies.  
Hongkong, August 24, 1877.

**SHIPS' COMPRADORE AND**  
**STEVEDORE,**  
No. 57, Praya West.  
SHIPPING SUPPLIED WITH ALL KINDS OF  
COAL, WATER, BALLAST, FRESH  
PROVISIONS & OILMAN'S  
STORES  
Of the best quality and at the shortest notice.  
Hongkong, May 1, 1876.

**KWONG HING CHEUNG & Co.,**  
COAL MERCHANTS,  
Have always on hand for Sale every  
description of COAL at Moderate Prices.  
Mr. ARYON has been appointed Manager,  
and all Orders addressed to him at 57,  
Praya, or to Mr. FAY JACK, at 30, Hing  
Lung Street, will receive immediate atten-  
tion.  
Hongkong, March 19, 1877.

## Mails.

**COMPAGNIE DES MESSAGERIES**  
**MARITIMES.**  
**PAQUEBOTS POSTE FRANCAIS.**  
**STEAM FOR**  
**SAIGON, SINGAPORE, BATAVIA,**  
**POINT DE GALLE, ADEN, SUEZ,**  
**ISMAILIA, PORT SAID, NAPLES,**  
**AND MARSILLES;**  
ALSO,  
**BOMBAY, MAHE, ST. DENIS, AND**  
**PORT LOUIS.**

ON SATURDAY, the 20th September,  
1877, at Noon, the Company's  
S. S. **SINDE**, Commandant NOMDEBUI,  
with MAELS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.  
Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for  
the principal places of Europe.  
Cargo will be received on board until  
4 p.m., Specie and Parcels until 3 p.m.,  
on the 20th September, 1877. (Parcels  
are not to be sent on board; they must be left  
at the Agency Office.)  
Contents and value of Packages are re-  
quired.  
For further particulars, apply at the  
Company's Office,  
H. DE POUEY,  
Agent.  
Hongkong, September 20, 1877.

Occidental & Oriental Steam-  
Ship Company.

**TAKING THROUGH CARGO AND**  
**PASSENGERS FOR THE UNITED**  
**STATES AND EUROPE,**  
IN CONNECTION WITH THE  
CENTRAL  
and  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S. S. "GABRIEL" will be de-  
parted for San Francisco via Yokohama,  
on MONDAY, the 1st October,  
at 3 p.m., taking Cargo and Passengers for  
Japan, the United States and Europe.  
Connection is made at Yokohama, with  
Steamers from Shanghai.  
Freight will be received on Board until  
4 p.m. of the 30th instant. PARCEL  
PACKAGES will be received at the Office  
until 6 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.  
Return Passage Tickets available for 6  
months are issued at a reduction of 20 per  
cent. on regular rates.  
For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 57, Queen's Road Central.  
G. B. EMORY, Agent.  
Hongkong, September 10, 1877.

## NOTICE.

## THE CHINESE MAIL.

FROM and after the Chinese New Year's  
day (February 17, 1874) the Chinese  
Mail will be issued DAILY instead of tri-  
weekly as heretofore. No change, how-  
ever, will be made in the price of subscrip-  
tion, which will remain at \$4 per annum.  
The charges for advertisements are now  
estimated to those of the Chinese Mail.  
The unusual success which has attended  
the Chinese Mail makes it an admirable  
medium for advertisers.

The Conductors guarantee an eventual  
circulation of one thousand copies. It is  
already the most influential native journal  
published, and enjoys considerable prestige  
at the Ports of China and Japan, and at  
Singapore, Penang, Calcutta, San Francisco  
and Australia.

For terms, &c., address  
Mr. CHUN AYIN,  
Manager.

China Mail Office,  
17th February, 1874.

INSURANCES.  
HAMBURG-MAGDEBURG FIRE IN-  
SURANCE CO. OF HAMBURG.

THIS Company is now Prepared to  
Issue Policies against LOSS or  
DAMAGE by FIRE at Current Rates.  
Every Risk taken by this Company is  
participated in by Three of the largest  
German Fire Insurance Companies, re-  
presenting an aggregate Capital and Surplus  
of over SIXTY MILLION MARKS,  
equal to FIFTEEN MILLION DOLLARS,  
thus enabling this Company to accept large  
lines.

SANDER & Co.,  
Agents.

Hongkong, June 26, 1877.

THE  
NORTH-CHINA INSURANCE CO.

SUBSCRIBED CAPITAL—Tael Two Million,  
in 1,000 shares of Tael 2,000 each.  
PAID UP CAPITAL—Tael Six Hundred  
Thousand, of Tael 600 per share.

## PROVISIONAL COMMITTEE.

F. H. BELL, Esq. (Messrs Adamson, Bell & Co.)  
M. S. GUNRAY, Esq. (Messrs David Sassoon,  
Sons & Co.)  
JAMES HART, Esq. (Messrs Turner & Co.)  
E. H. LAVERIE, Esq. (Messrs Gilman & Co.)  
HUGH SUTHERLAND, Esq. (Messrs John Forster  
& Co.)  
A. G. WOOD, Esq. (Messrs Gibb, Livingston  
& Co.)

## HEAD OFFICE—SHANGHAI.

Secretary—HERBERT S. MORRIS, Esq.

## BANKERS.

HONGKONG & SHANGHAI BANKING CORPORATION.

## BRANCHES.

LONDON (25, Cornhill, E.C.), HONGKONG,  
YOKOHAMA.

## AGENCIES.

At the principal ports in the East and Australian  
Colonies.

THE Company will be constituted on  
the 1st January, 1878, as a per-  
manent Marine Insurance Company, to  
carry on the business (established in 1863)  
of the NORTH CHINA INSURANCE COMPANY,  
1875-1877.

A Reserve Fund will be formed of Tael  
400,000, by setting aside a portion of the  
profits at such times and in such sums as  
the Shareholders shall decide.  
The net profits of the Company for each  
year will be divided amongst the Share-  
holders in the following manner:—  
One-third of the Shares, a portion  
thereof being set aside for the forma-  
tion of a Reserve Fund as above stated.  
Two-thirds as a return to Contributors  
(being Shareholders), in proportion to  
the Premium paid or influenced by them.

A revision of the Share List will take  
place at the end of every three years, and  
for this purpose power will be given to the  
Directors by the Deed of Settlement to  
withdraw at the before-mentioned periods  
all or any of the Shares held by Share-  
holders who have not contributed Premium  
or whose contributions during the preced-  
ing three years have not been in proportion  
to the number of Shares held.

Shareholders retiring from the Company  
in pursuance of the above regulation, will  
be notified at least three months prior to  
the date fixed for any such revision of the  
Share List, and will have the option of dis-  
posing of their Shares in either of the  
following ways:—  
They will be at liberty at any time after  
receipt of notice of withdrawal, and  
prior to the date of revision, to sell  
their Shares to any person approved  
by the Company and accepted as the  
transferee; or

Upon surrendering their scrip certificate  
for cancellation at the time of such  
revision, and pursuant to notice, will  
receive a return of the Capital paid up  
thereon; and so soon after as the  
financial position of the Company up to  
the date of the revision can be ascer-  
tained and the accounts adjusted, they  
shall also receive a pro-rata share of  
the Reserve Fund, if any accumulated,  
together with such proportion of the  
unappropriated profits as may be found  
due to them.

NOTICE IS HEREBY GIVEN, that Applica-  
tions for Shares in the undermentioned  
form will be received at the office of the  
Company, from residents in China and  
Japan, until the 30th September; from  
London and distant ports until 31st Octo-  
ber next.

FORM OF APPLICATION FOR  
SHARES.

To the Provisional Committee of the  
NORTH-CHINA INSURANCE COMPANY,  
Gentlemen,

..... hereby request that you  
will allot to ..... Shares in the  
above Company, and ..... agree to  
accept such Shares, or any less number  
you may allot to ..... and  
agree to pay the first call of Tia. 600 per  
Share, and all subsequent calls, and to  
subscribe the Deed of Settlement when  
required to do so.

Gentlemen,  
Your obedient servant,  
.....  
Forms of application for Shares can be  
obtained at the Head-office, or by applica-  
tion to the Agents of the Company.  
Shanghai, June 18, 1877.

SHEONG ON FIRE INSURANCE  
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

## Directors.

KWOK ACHONG, Merchant.  
FANG YIM, Merchant.  
HO SAM, of Hop Yik Chai, Merchant.  
LOO YAT, of the Yee On Hong, Merchant.  
LEE SING, of Lai Hing Firm, Merchant.  
CHENG SING YONG, Merchant.  
CHOW CHAN, Merchant.

## Manager—HO AMEL.

OFFICE, 48, Bonham Strand.  
Hongkong, August 29, 1877.

INSURANCES.  
THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of  
China and Japan, and at Singapore,  
Batavia and Penang.

Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHRAN,  
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE  
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Oasis in Matched, on Goods on board  
Vessels and on Hulls of Vessels in Har-  
bour, at the usual Terms and Conditions.  
Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.  
If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
**ARNHOLD, KARBERG & Co.**  
Agents Hongkong & Canton.

Hongkong, January 4, 1867.

## ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MELOERS & Co.,  
Agents, Royal Insurance Company,  
Hongkong, October 27, 1874.

CHINESE INSURANCE COMPANY.  
(LIMITED.)

NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profits  
are distributed annually to Contributors,  
whether Shareholders or not, in proportion  
to the net amount of Premium contributed  
by each, the remaining third being carried  
to Reserve Fund.

OLYPLANT & Co.,  
General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE  
COMPANY.

THE Underigned are prepared to grant  
Policies against FIRE to the extent of  
£45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON & Co.,  
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE LONDON ASSURANCE  
COMPANY, LIMITED.

INCORPORATED BY ROYAL CHARTER  
of  
His Majesty King George The First,  
A. D. 1720.

THE Underigned have been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—  
Marine Department.  
Policies at current rates payable either  
here in London or at the principal Ports  
of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Life Department.  
Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.,  
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE  
COMPANY.

THE Underigned Agents are in receipt  
of instructions from the Board of  
Directors authorizing them to issue Policies  
to the extent of £10,000 on any one first  
class risk, or to the extent of £15,000 on  
adjoining risks at current rates.  
A Discount of 20% allowed.

HOLLIDAY, WISE & Co.,  
Hongkong, January 8, 1874.

MANCHESTER FIRE ASSURANCE  
COMPANY OF MANCHESTER  
AND LONDON.

THE Underigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai  
and Batavia, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.,  
Hongkong, October 14, 1866.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour or midway between each shore are marked c., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Pedlar's Wharf.  
6. From Pedlar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Flag.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers.</b>						
Albay	Span.	386	Sept. 24	Douglas Laprak & Co.	Holhow & Balphong	
Burmese	Brit.	1268	Sept. 22	Jardine, Matheson & Co.	Cooktown & Sydney	To-day
Charlton	Brit.	787	Sept. 21	Hop Kee & Co.	Australian Ports	Tug Flying
Chinkiang	Brit.	798	Sept. 16	Gibb, Livingston & Co.	Yokohama	Malls, 1st pr.
Fame	Brit.	117	Sept. 20	H.K. & W'pos Dock Co.	Yokohama	Malls, 26th inst.
Gaelic	Brit.	1713	Sept. 20	O. & O. S. N. Co.	Coast Ports	To-morrow
Malacca	Brit.	1046	Sept. 18	P. & O. S. N. Co.	Swatow	
Namoa	Brit.	862	Sept. 21	Douglas Laprak & Co.		
Nama	Brit.	606	Sept. 20	Kwok Acheong		
Pernambuco	Brit.	643	Sept. 21	Wm. Pustan & Co.		
Sea Gull	Brit.	48	Sept. 19	Insurance Company		
W. Cores de Vries	Brit.	334	June 4	G. McEln		Repairing
Yokohama	Brit.	295	Sept. 23	Kwong Lee Yuen & Co.		27th inst.
Zambouanga	Span.	651	Sept. 11	Butterfield & Swire	Singapore	
<b>Sailing Vessels.</b>						
Abel Abbott	Am. Sm. s.	590	Sept. 24	Onas	New York	K'long Dock
Alberdy	Brit. bge.	735	Aug. 5	Vogel, Hagedorn & Co.		
Alice	Brit. bge.	626	Sept. 24	Russell & Co.		For Sale
Alphington	Brit. bge.	326	Sept. 6	Wider & Co.		
Alva	Port. sh.	631	Aug. 30	Brandao & Co.		
Anaxi	Brit. bge.	468	Aug. 7	Adamson, Bell & Co.	Guam	Cleared
Antipodes	Brit. bge.	592	Aug. 8	Arnold, Karberg & Co.	London	
Angusta	Brit. Sm. s.	210	Aug. 10	Meyer & Co.	Oape Torn	
Banlan	Brit. sh.	760	Sept. 4	Meyer & Co.		
Chamron Kamrys	Slam. bge.	480	Sept. 4	Chinese	Haiphong	Cleared
Charlotte	Brit. bge.	266	Sept. 4	Carlowitz & Co.	Quinhon	
Charron Waitana	Brit. bge.	358	Sept. 6	Rozario & Co.		
Cheng Soon	Slam. sh.	658	Aug. 12	Chinese	Callao	
Chil	Brit. bge.	200	April 30	Chinese		
Chinaman	Brit. bge.	445	July 30	Gibb, Livingston & Co.		
Cornine	Brit. bge.	667	Sept. 21	Chinese		
Criterion	Brit. bge.	395	Sept. 19	Wider & Co.		
Darra	Amer. sh.	1548	Sept. 1	Siemssen & Co.	Haiphong	
D. H. Young	Brit. sh.	999	Sept. 14	Jardine, Matheson & Co.	San Francisco	
Edouard Adolphine	Brit. bge.	845	Sept. 24	Chinese		
Galatia	Brit. bge.	264	Sept. 26	Carlowitz & Co.		
Garmouth	Brit. Sm. s.	1286	July 30	Vogel, Hagedorn & Co.	London	
Geo. Cronshaw	Brit. bge.	668	July 21	Vogel, Hagedorn & Co.	Newchwang	Cleared
Georgina	Brit. bge.	315	Sept. 4	Wm. Pustan & Co.		
Glamorganshire	Brit. bge.	458	July 17	H. K. & Co.	Newchwang	Cleared
Glenfrin	Brit. bge.	472	Sept. 5	Wm. Pustan & Co.	New York	
Gold Hunter	Amer. sh.	1200	July 19	Russell & Co.	New York	
Grasmere	Brit. bge.	698	July 19	Vogel, Hagedorn & Co.		
Great Admiral	Amer. sh.	1876	Aug. 19	Russell & Co.		
Gustav	Ger. bge.	166	Aug. 29	Siemssen & Co.	Newchwang	Cleared
H. S. Sandford	Amer. sh.	195	Aug. 12	Order		
Hieronymus	Ger. bge.	425	Sept. 23	Wider & Co.		
Harbinger	Brit. sh.	1506	July 27	Jardine, Matheson & Co.	Newchwang	Cleared
Iles of the South	Brit. sh.	820	Aug. 5	Arnold, Karberg & Co.	Newchwang	Cleared
Jacobine	Ger. bge.	417	Aug. 21	Siemssen & Co.	Newchwang	Cleared
James Shepherd	Brit. sh.	849	Aug. 20	Meyer & Co.	Newchwang	Cleared
Jan Peter	Ger. bge.	336	Sept. 4	Siemssen & Co.	Newchwang	Cleared
Johanne	Ger. sh.	758	July 6	Vogel, Hagedorn & Co.	New York	
Jubilee	Brit. sh.	765	July 11	Vogel, Hagedorn & Co.	San Francisco	
Kim Soon Boat	Slam. Sm. s.	130	Sept. 2	Chinese		
Kim Yong Tye	Slam. bge.	820	Aug. 13	Tack Mee		
Lordess	Amer. sh.	45	Aug. 13	Insurance Cos.		
Lord Macaulay	Brit. bge.	847	July 1	Vogel, Hagedorn & Co.	Hamburg	
Louisa	Ger. Sm. s.	245	Sept. 7	Edouard Schellhass & Co.	Haiphong	
Lure	Slam. bge.	432	Sept. 4	Tack Mee	Nagasaki	
Maid Marian	Brit. bge.	298	July 31	Arnold, Karberg & Co.	Newchwang	Cleared
Malva	Ger. bge.	496	Sept. 8	Kinge		
Managerton	Brit. bge.	330	Sept. 19	Adamson, Bell & Co.		
Merce	Brit. bge.	629	July 17	Gibb, Livingston & Co.		
Nimrod	Brit. bge.	395	July 30	Captains		
Northampton	Brit. sh.	1161	Aug. 30	Gilman & Co.		
Osaka	Brit. bge.	529	Sept. 8	Meyer & Co.		
Petrus	Brit. sh.	1060	Sept. 6	Meyer & Co.		
Quickstep	Amer. bge.	626	July 27	Russell & Co.	Newchwang	Cleared
Roderick Hay	Brit. bge.	290	Sept. 19	Kwong Kee		
Rosina	Am. Sm. s.	406	Feb. 28	Arnold, Karberg & Co.	Batavia	
Rotterdam	Dut. bge.	760	Aug. 31	Melchers & Co.	Haiphong	
St. Anne	Feb. bge.	286	Sept. 2	Carlowitz & Co.		
Seamen's Bride	Slam. bge.	314	Aug. 12	Chinese		
Starlight	Slam. bge.	239	Sept. 11	Chinese		
Star Queen	Brit. bge.	769	Aug. 13	Edouard Schellhass & Co.	Newchwang	
Sumatra	Amer. sh.	1090	Sept. 6	Russell & Co.		
Sydenham	Brit. sh.	1063	July 11	Messageries Maritimes	London	